ORIGINAL TO GENERAL FILES

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 0005945, Fulton County
NHS-0005-00(945)
14th Street Improvements

OFFICE Preconstruction

DATE June 27, 2005

FROM Margaret B. Pirkle, P.E., Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT APPROVED PROJECT CONCEPT REPORT

Attached for your files is the approval for subject project.

MBP/cj

Attachment

DISTRIBUTION:

Brian Summers
Harvey Keepler
Ken Thompson
Jamie Simpson
Michael Henry
Keith Golden
Joe Palladi (file copy)
Paul Liles
Babs Abubakari
Ben Buchan
Bryant Poole
BOARD MEMBER
FHWA

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. No. 0005945, Fulton County
NHS-0005-00(945)
14th Street Improvements

OFFICE Preconstruction

DATE May 18, 2005

FROM Margaret B. Pirkle, P.E., Assistant Director of Preconstruction

TO David E. Studstill, Jr., P.E., Chief Engineer

SUBJECT PROJECT CONCEPT REPORT

This project is the widening of SR 9/14th Street for additional turn lanes from 135' west of Barnes Street (MP 0.724) to 380' east of West Peachtree Street (MP 1.156) for a total of 0.43 mile. The purpose of the project is to improve east-west mobility and improve safety along 14th Street in the northern area of midtown Atlanta. Currently, 14th Street serves as a primary arterial for midtown traffic to travel east and west over I-75/I-85, which bisects this area of Atlanta. As traffic volumes have grown in this burgeoning area, traffic congestion along 14th Street has worsened. As a result of this congestion, this section of 14th Street currently experiences extremely high crash rates. The crash rate for 14th Street was between 9 and 12 times the statewide average from 2000 to 2002. The number of crashes along 14th Street peaked in 2001 with a crash almost every day of the year for a total of 336. By providing additional turning lanes and separating eastbound and westbound traffic with a raised median, this project will reduce congestion as well as improve safety along this section of 14th Street. Traffic is projected to be 16,365 VPD and 22,230 VPD in the years 2008 and 2028 respectively.

The proposed construction will provide a median and turn lanes to increase safety along 14th Street from Spring Street to West Peachtree Street . An eastbound left turning lane will be introduced on 14th Street at West Peachtree Street for turning movements to the north. Right-of-way requirements will be held to a minimum between Spring Street and West Peachtree Street with a minimum 7' raised median and a 15' sidewalk to the south. The proposed typical section will vary between blocks from Spring Street to just west of West Peachtree Street. Beginning west of Spring Street there will be two, 11' lanes eastbound that will widen to three, 11' lanes as it approaches Spring Street. From Spring Street, three, 11' lanes continue with the additional lane being a left turn lane to West Peachtree Street. Westbound from West Peachtree Street, two, 11' lanes continue east for the length of the project.

Environmental concerns include requiring a Categorical Exclusion be prepared; a public information meeting has been held; time saving procedures are not appropriate.

The estimated costs for this project are:

	PROPOSED	APPROVED	FUNDING	PROG DATE
Construction (includes E&C and inflation)	$1,249,000	$1,700,000	Q05	2006
Right-of-Way	$3,200,000	$3,200,000	Q05	2005
Utilities*	-0-	-0-		

*Notification letter sent to Atlanta 3-28-05.

I recommend this project concept be approved.

MBP:JDQ/cj

Attachment

CONCUR _____
Buddy Gratton, P.E., Director of Preconstruction

APPROVE _____
For: Robert M. Callan, Administrator, FHWA

APPROVE _____
David E. Studstill, Jr., P.E., Chief Engineer

SCORING RESULTS AS PER MOG 2440-2

Project Number:	County:	PI No.:
NHS-0005-00(945)	Fulton	0005945

Report Date:	Concept By:
April 29, 2005	DOT Office: Urban Design
☒ Concept Stage	Consultant: Moreland Altobelli

Project Type: Choose One From Each Column			
	☐ Major ☐ Minor	☒ Urban ☐ Rural	☐ ATMS ☐ Bridge Replacement ☐ Building ☐ Interchange Reconstruction ☐ Intersection Improvement ☐ Interstate ☐ New Location ☒ Widening & Reconstruction ☐ Miscellaneous

FOCUS AREAS	SCORE	RESULTS
Presentation	100	
Judgement	100	
Environmental	100	
Right of Way	100	
Utility	100	
Constructability	100	
Schedule	100	

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

Office of Urban Design

PROJECT CONCEPT REPORT

Project Number: NHS-0005-00(945)
County: Fulton
P. I. Number: 0005945

Federal Route Number: U. S. 19
State Route Number: SR 9

See Project Location Sketch on Page 2.
14th Street Improvements

Recommendation for approval:

DATE 4/29/05 — Jan C. Hilliard
Project Manager

DATE 4/29/05 — James B Burk
State Urban Design Engineer

The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Improvement Program (RTP) and the State Transportation Improvement Program (STIP).

DATE _____ _____
State Transportation Planning Administrator

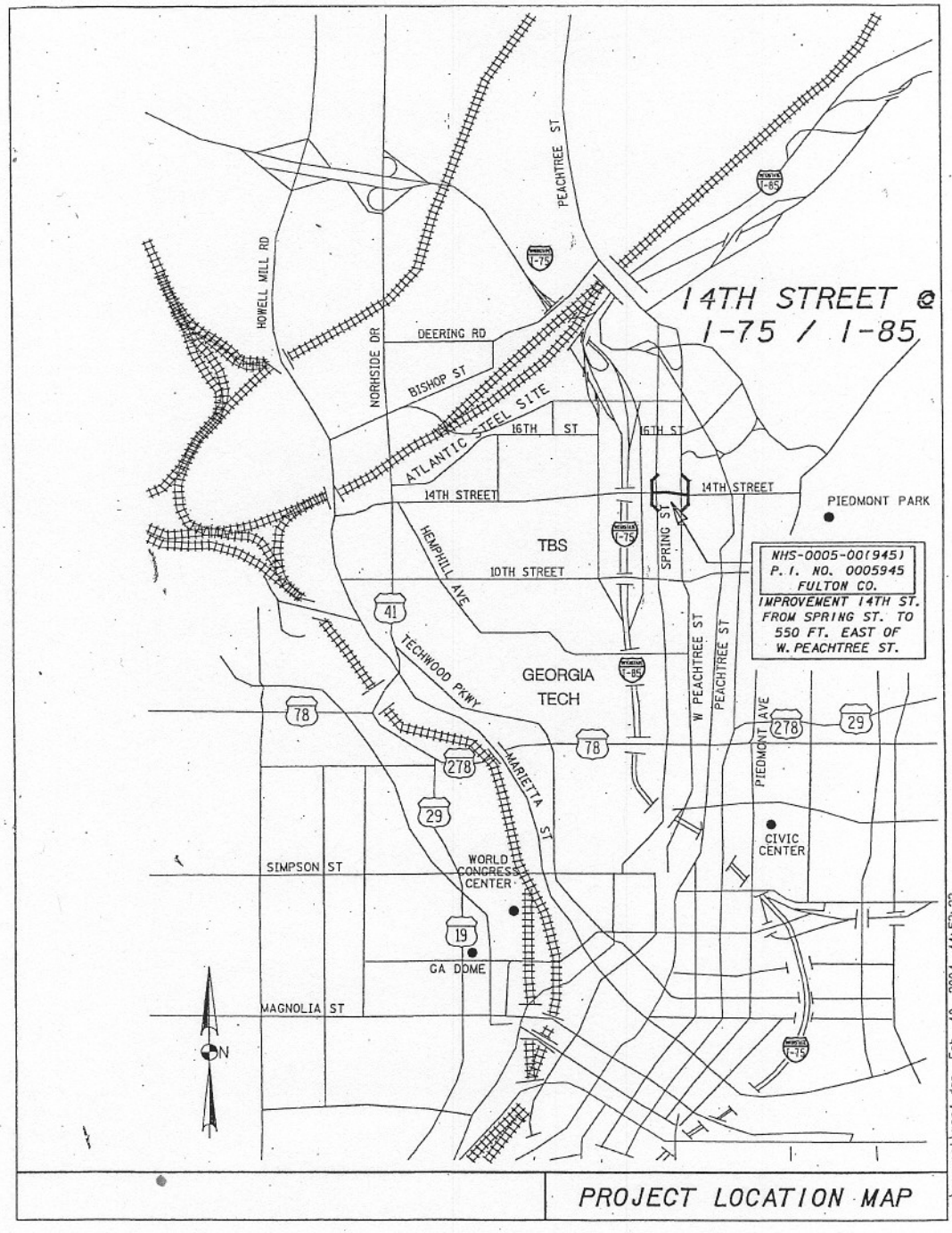
DATE _____ _____
State Financial Management Administrator

DATE _____ _____
State Environmental/Location Engineer

DATE _____ _____
State Traffic Safety & Design Engineer

DATE _____ _____
District Engineer

DATE _____ _____
Project Review Engineer


14TH STREET @
I-75 / I-85
PEACHTREE ST
HOWELL MILL RD
NORTHSIDE DR
DEERING RD
BISHOP ST
ATLANTIC STEEL SITE
16TH ST
16TH ST
14TH STREET
14TH STREET
PIEDMONT PARK
HEMPHILL AVE
TBS
10TH STREET
SPRING ST
W PEACHTREE ST
PEACHTREE ST
NHS-0005-00(945)
P. I. NO. 0005945
FULTON CO.
IMPROVEMENT 14TH ST.
FROM SPRING ST. TO
550 FT. EAST OF
W. PEACHTREE ST.
TECHWOOD PKWY
GEORGIA
TECH
MARIETTA ST
PIEDMONT AVE
CIVIC
CENTER
SIMPSON ST
WORLD
CONGRESS
CENTER
GA DOME
MAGNOLIA ST
N
PROJECT LOCATION MAP
...\concept\map1.dgn Feb. 10, 2004 11:53:23

Need and Purpose:

The purpose of the project is to improve east-west mobility and improve safety along 14th Street in the northern area of Midtown Atlanta. 14th Street currently serves as a primary arterial for Midtown traffic to travel east and west over Interstate 75/85, which bisects this area of Atlanta. When this segment of interstate was first built in the early sixties, all east-west roadways were divided, with only 10th and 14th Streets providing travel across the interstate within the study area. As traffic volumes have grown in this burgeoning area, traffic congestion along 14th Street has worsened. As a result of this congestion, this section of 14th Street currently experiences extremely high crash rates. The crash rate for 14th Street was between 9 times and 12 times the statewide average from 2000 to 2002. The number of crashes along 14th Street peaked in 2001 with a crash almost every day of the year for a total of 336. By providing additional turning lanes and separating eastbound and westbound traffic with a raised median, this project will reduce congestion as well as improve safety along this section of 14th Street.

Planning Background and Project History

The project to improve and add turn lanes to 14th Street was originally listed as AT-189 in the 2025 Regional Transportation Plan (RTP), which was adopted by the Atlanta Regional Commission (ARC) in April 2000. This project is still listed as AT-189 in the adopted 2030 RTP. Additionally, this project is listed in the adopted FY 2005-2010 Transportation Improvement Program. The RTP and TIP are the direct result of a comprehensive, cooperative, and continuous planning process conducted by ARC, local governments and the Georgia Department of Transportation in cooperation with the Federal Highway and Federal Transit Administrations.

Land Use and Development Trends

Intense commercial and residential development in the northern Midtown Atlanta area has driven a steady increase in traffic over the past ten years. This trend is expected to continue in the near future as new developments on the eastern side of the Midtown continue. On the western side of Midtown, the Atlantic Station mixed-use development is under construction and will eventually add over 6 million square feet of office, retail and residential development to this area of Midtown. This development is expected to continue in the near term (5-10 years), with a gradual slowing of employment and population growth as this area becomes built out (15-20 years).

Logical Termini

Project NHS-0005-00(945) will add an eastbound to northbound left turn lane from Spring Street to West Peachtree Street. The eastern terminus of the project is the intersection of 14th Street and West Peachtree Street. Since a large percentage of traffic traveling eastbound on 14th Street turns onto West Peachtree Street, this intersection provides a logical terminus. The western terminus of the project is the intersection of 14th Street and Spring Street where this project would tie into project NHS-0001-00(298), which improves 14th Street from Spring Street on the east to Fowler Street on the west. This intersection provides a logical terminus since this project would tie into an adjacent improvement project.

Description of the proposed project: Project NHS-0005-00(945) is located in Atlanta east of the I-75/85 corridor along 14th Street. This project will introduce a median and turn lanes to increase safety along 14th Street from Spring Street to West Peachtree Street. An eastbound left turning lane will be introduced on 14th Street at W. Peachtree Street for turning movements to the north. The project will tie to the existing 14th Street just east of West Peachtree Street. Right of way requirements will be held to minimum between Spring Street and West Peachtree Street with a minimum 7' raised median and a 15' sidewalk to the south.

Is the project located in a Non-attainment area? Yes

PARAMETER	PLAN MODEL	PROPOSED PROJECT
Project Limits	**Spring St to West Peachtree St**	**Spring St to West Peachtree St**
Number of Lanes	**4**	**4**
Open to Traffic Year	**2008**	**2028**
Length	**.1507 miles**	**.1507 miles**

PDP Classification: Major Existing

Federal Oversight: Full Oversight (X), Exempt( ), State Funded( ), or Other ( )

Functional Classification: Urban Minor Arterial

U. S. Route Number(s): US 19 **State Route Number(s):** SR 9

Traffic (AADT):

Roadway	Base year 2008	Design year 2028
14th Street	16,365	23,230
Spring Street	35,188	52,900
West Peachtree Street	24,630	36,600

Existing design features:

- Typical Section: Existing consists of 4-10' lanes, 2 lanes in each direction, with header curb and a minimum 6' sidewalks on both sides.
- Posted speed: 35mph Minimum radius for curve: N/A
- Maximum super-elevation rate for curve: N/A
- Maximum grade: 5%
- Width of right of way: Varies (60' max.)
- Major structures: None
- Major interchanges or intersections along the project: None
- Beginning project milepost log is 1.06. The total length of proposed roadway is 796 feet or 0.1507 miles long. All of the project is within Fulton County.

Proposed Design Features: The design features consist of a typical section that varies between blocks from Spring Street to just east of West Peachtree Street. Beginning west of Spring Street there will be 2-11' lanes eastbound that will widen to 3-11' lanes as it approaches Spring Street.

From Spring Street, 3-11' lanes continue with the additional lane being a left turn lane to West Peachtree Street. Westbound from West Peachtree Street, 2-11' lanes continue east for the length of the project.

- Proposed typical sections: 2-11' through lanes in each direction with header curb and a minimum 7' raised median and a 11' eastbound to northbound turn lane between Spring Street and West Peachtree Street.
- Proposed Design Speed: Mainline: 35mph
- Proposed Maximum grade Mainline: 5% Maximum grade allowable: 8 %.
- Proposed Maximum grade Side Street: 7% Maximum grade allowable: 8%
- Proposed Maximum grade driveway: 10%
- Proposed Maximum degree of curve: N/A
- Maximum degree allowable: 4 Degree.
- Right of way
  - Width: Varies - 85' max.
  - Easements: Temporary (X), Permanent (X), Utility (X), Other ( ).
  - Type of access control: Full ( ), Partial ( ), By Permit (X), Other ( ).
  - Number of parcels: 3 Number of displacements:
    - Business: 4
    - Residences: 0
    - Mobile homes: 0
- Structures:
  - Bridges: None
  - Retaining walls: None at this time
- Major Intersections and Interchanges: None
- Traffic Control During Construction: There are no detours for this project; however, there will be detours for the adjoining project: Project No. NHS-0001-00(298).
- Design Exceptions to controlling criteria anticipated:

	UNDETERMINED	YES	NO
HORIZONTAL ALIGNMENT:	( )	( )	(X)
ROADWAY WIDTH:	( )	( )	(X)
SHOULDER WIDTH:	( )	( )	(X)
VERTICAL GRADES:	( )	( )	(X)
CROSS SLOPES:	( )	( )	(X)
STOPPING SIGHT DISTANCE:	( )	( )	(X)
SUPERELEVATION RATES:	( )	( )	(X)
HORIZONTAL CLEARANCE:	( )	( )	(X)
SPEED DESIGN:	( )	( )	(X)
VERTICAL CLEARANCE:	( )	( )	(X)
BRIDGE WIDTH:	( )	( )	(X)
BRIDGE STRUCTURAL CAPACITY:	( )	( )	(X)

Design Variances:

- Variance to allow greater than 4" caliper trees in the outside shoulder and 3' from the curb face and in the median of 14th Street. (Approved 4/19/05)
- Possible variance to allow lane shift taper on 14th Street east of West Peachtree Street of approximately 247 feet in lieu of the recommended 286 feet.

Environmental concerns: None

- Level of environmental analysis:
  - Are Time Savings Procedures appropriate? Yes ( ), No (X),
  - Categorical Exclusion (X),
  - Environmental Assessment/Finding of No Significant Impact (FONSI) ( )
  - Environmental Impact Statement (EIS) ( )
- Utility involvements: See Attached list.

Project responsibilities:

- Design: Georgia Department of Transportation (Urban Design)
- Right of Way Acquisition: Georgia Department of Transportation
- Relocation of Utilities: Individual Utilities
- Letting to contract: Georgia Department of Transportation
- Supervision of construction: Georgia Department of Transportation
- Providing material pits: None required
- Providing detours: General Contractor per design documents

Coordination

- Initial Concept Meeting: April 4, 2004 (See Attached minutes)
- P. A. R. meeting: N/A
- FEMA, USCG, and/or TVA: Not Applicable
- Local government comments: See Revised Concept for NHS-001-00(298)
- Other projects in the area:

TIP/RTP # AT-AR-244D, NHS-0001-00(298), PI # 0001298, I-75 NB Atlantic Station: 14th Street Bridge; Ramp; Williams Street Relocation in Fulton County, Preliminary Engineering (PE) is Authorized, Right of Way is scheduled for FY2005, and Construction is scheduled for FY2006. The proposed improvements will relocate Williams Street and the northbound off-ramp from the Downtown Connector at 14th Street.

TIP/RTP # AT-205, MSL-0004-00(393), PI # 0004393, 14th Street from West Peachtree Street to Piedmont Ave in Fulton County, Preliminary Engineering (PE) is Local, and Construction is scheduled for 2005. The proposed improvements include sidewalks, pedestrian and traffic light improvements, trees and other pedestrian-oriented amenities.

TIP/RTP # AT-203, MSL-0004-00(392), PI # 0004392, West Peachtree Street from Pine Street to Peachtree Street, Preliminary Engineering (PE) is Local, and Construction is programmed for Long Range. The purpose of this project is to improve connectivity within the northern most section of Midtown Atlanta. The project builds upon already planned improvements to the section of West Peachtree between North Avenue and 14th Street and will better serve pedestrian and bicycle demand and connectivity in the area.

TIP/RTP #AT-202, MSL-0004-00(426), PI #0004426, Spring Street from Pine Street to Peachtree Street, Preliminary Engineering (PE) is Local, and Construction is scheduled for 2005. This is a streetscaping project on Spring Street between Pine Street and Peachtree Street that will include a wider continuous sidewalk, on-street parking, intersection improvements, new street lighting and street trees.

Scheduling – Responsible Parties' Estimate

- Time to complete the environmental process: 1 Month
- Time to complete preliminary construction plans: 1 Month
- Time to complete right of way plans: 1 Month
- Time to complete the Section 404 Permit: N/A
- Time to complete final construction plans: 9 Months
- Time to complete to purchase right of way: 12 Months
- List other major items that will affect the project schedule: None

Other alternates considered: No Build.

Comments: This project is being designed and will be built with project NHS-001-00 (298).

Attachments:

1. Cost Estimates:
    a. Construction including E&C and right of way,
2. Typical Sections,
3. Traffic and Safety Analysis
4. Minutes of Initial Concept Team meeting
5. List of Utilities owners
6. Public Information Open House press release
7. Project schematic of thru lanes
8. Traffic Diagrams
9. Design Variance dated April 14, 2005 to allow large trees on outside shoulder and in the median
10. Concept Drawing

SCORING RESULTS AS PER TOPPS 2440-2

Project Number:	County:	PI No.:
NHS-0005-00(945)	Fulton	0005945

Report Date:	Concept By:
	DOT Office: Urban Design
☒ CONCEPT	
	Consultant: Moreland Altobelli Associates, Inc.

Project Type: Choose One From Each Column			
	☒ Major	☒ Urban	☐ ATMS
	☐ Minor	☐ Rural	☐ Bridge
			☐ Building
			☐ Interchange
			☐ Intersection
			☐ Interstate
			☐ New Location
			☒ Widening & Reconstruction
			☐ Miscellaneous

FOCUS AREAS	SCORE	RESULTS
Presentation		
Judgement		
Environmental		
Right of Way		
Utility		
Constructability		
Schedule		

Estimate Report for file "NHS-005-00(945)"

Section Base and Paving

Item Number	Quantity	Units	Unit Price	Item Description	Cost
310-5120	966.00	SY	13.84	GR AGGR BASE CRS, 12 INCH, INCL MATL	13369.44
400-3624	384.00	TN	54.97	ASPH CONC 12.5 MM PEM, GP 2 ONLY, INCL POLYMER-MODIFIED	21108.48
402-3112	139.00	TN	45.62	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM	6341.17
402-3121	418.00	TN	36.40	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM	15215.19
402-3130	225.00	TN	36.99	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM	8322.75
413-1000	1173.00	GL	0.95	BITUM TACK COAT	1114.35
432-0214	5000.00	SY	2.02	MILL ASPH CONC PVMT, 3 1/2 IN DEPTH	10100.0
432-5010	2404.00	SY	1.50	MILL ASPH CONC PVMT, VARIABLE DEPTH	3606.0
				Section Sub Total:	**$79,177.40**

Section Grading and Earthwork

Item Number	Quantity	Units	Unit Price	Item Description	Cost
205-0001	500.00	CY	3.21	UNCLASS EXCAV	1605.0
207-0203	500.00	CY	34.48	FOUND BKFILL MATL, TP II	17240.0
212-1000	1000.00	CY	12.49	GRANULAR EMBANKMENT, INCL MATL & HAUL	12490.0
				Section Sub Total:	**$31,335.00**

Section Concrete Work

Item Number	Quantity	Units	Unit Price	Item Description	Cost
441-0104	1600.00	SY	22.49	CONC SIDEWALK, 4 IN	35984.0
441-0748	475.00	SY	30.90	CONCRETE MEDIAN, 6 IN	14677.5
441-5002	1500.00	LF	13.21	CONCRETE HEADER CURB, 6 IN, TP 2	19815.0
500-3200	80.00	CY	272.26	CLASS B CONCRETE	21780.8
				Section Sub Total:	**$92,257.30**

Section Drainage

Item Number	Quantity	Units	Unit Price	Item Description	Cost
550-1180	250.00	LF	27.63	STORM DRAIN PIPE, 18 IN, H 1-10	6907.5
550-1300	150.00	LF	42.05	STORM DRAIN PIPE, 30 IN, H 1-10	6307.5
550-1360	100.00	LF	50.56	STORM DRAIN PIPE, 36 IN, H 1-10	5056.0
550-1600	200.00	LF	105.50	STORM DRAIN PIPE, 60 IN, H 1-10	21100.0
668-2231	10.00	EA	3160.50	DROP INLET, GP 1, MODIFIED TP M-1	31605.0
668-3300	5.00	EA	2642.83	SAN SEWER MANHOLE, TP 1	13214.15
668-4300	2.00	EA	1734.17	STORM SEWER MANHOLE, TP 1	3468.34
668-4312	30.00	LF	242.34	STORM SEWER MANHOLE, TP 1, ADDL DEPTH, CL 2	7270.2
668-4411	20.00	LF	168.00	STORM SEWER MANHOLE, TP 2, ADDL DEPTH, CL 1	3360.0
				Section Sub Total:	**$98,288.69**

Section Miscellaneous Roadway Items

Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1010	1.00	LS	30000.00	TRAFFIC CONTROL -	30000.0
153-1300	1.00	EA	50439.07	FIELD ENGINEERS OFFICE TP 3	50439.07
163-0300	2.00	EA	1058.42	CONSTRUCTION EXIT	2116.84
201-1500	1.00	Lump Sum	250000.00	Clearing & Grubbing	250000.0
				Section Sub Total:	**$332,555.91**

Section SIGNING , MARKING & SIGNALS

Item Number	Quantity	Units	Unit Price	Item Description	Cost
636-1020	200.00	SF	13.07	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 3	2614.0
				HIGHWAY SIGNS, TP 2 MATL, REFL SHEETING,	

636-1029	200.00	SF	19.92	TP 3	3984.00
636-1031	1000.00	SF	17.32	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING TP 6	17320.0
636-2030	250.00	LF	5.10	GALV STEEL POSTS, TP 3	1275.0
647-1000	1.00	Lump Sum	125000.00	Traffic Installation No. 1 Spring Street @ 14th	125000.0
647-1000	1.00	Lump Sum	125000.00	Traffic Installation West Peachtree @ 14th Street	125000.0
				Section Sub Total:	**$275,193.00**

Section Traffic Control

Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1010	1.00	Lump Sum	30000.00	Traffic Control and Mobilization	30000.0
				Section Sub Total:	**$30,000.00**

Section LIGHTING

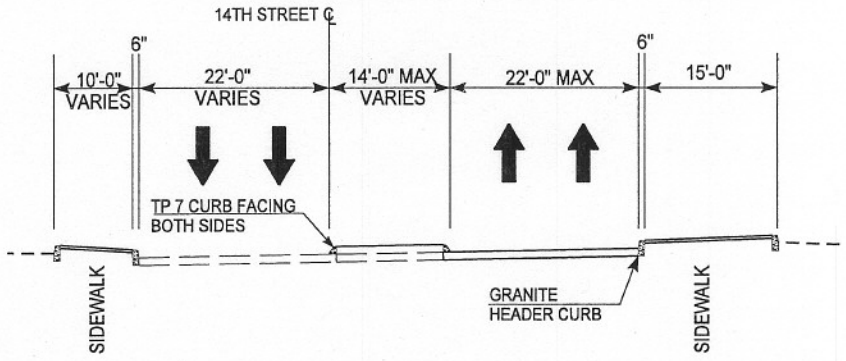
Item Number	Quantity	Units	Unit Price	Item Description	Cost
681-1000	1.00	Lump Sum	50000.00	Lighting	50000.0
				Section Sub Total:	**$50,000.00**

Section LANDSCAPING

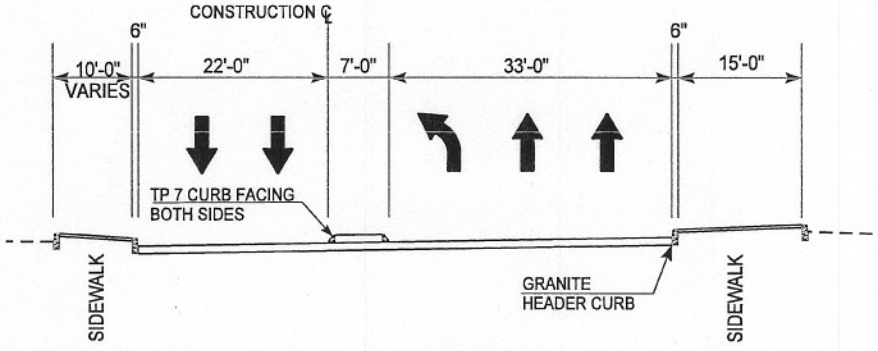
Item Number	Quantity	Units	Unit Price	Item Description	Cost
702-1000	1.00	Lump Sum	50000.00	Landscaping Spring to West Peachtree Street	50000.0
				Section Sub Total:	**$50,000.00**

Total Estimated Cost: $1,038,807.30

Subtotal Construction Cost	**$1,038,807.30**
E&C Rate 10.0 %	$103,880.73
Inflation Rate 3.0 % @ 3.0 Years	$105,958.03
Total Construction Cost	**$1,248,646.06**
Right Of Way	$3,200,000.00
ReImb. Utilities	$0.00
Grand Total Project Cost	**$4,448,646.06**



14TH STREET
FROM W PEACHTREE TO END



14TH STREET
FROM SPRING TO W PEACHTREE

Not to Scale

FIGURE

TYPICAL CROSS SECTIONS

14TH STREET @ I-75 / I-85
CONCEPT REPORT

MORELAND ALTOBELLI ASSOCIATES, INC.

...\revisedtypicals.dgn Apr. 22, 2005 11:56:31

TRAFFIC & SAFETY STUDY

14th Street @ I-75/85

Interchange Improvements, Bridge Replacement, and Additional Ramps

&

Improvements to 14th Street From Spring to West Peachtree Street

Project Numbers: NHS-0005-00(5945), NHS-0001-00(298)
P. I. Numbers: 0005945, 000298
Fulton County, GA

Prepared for:
Georgia Department of Transportation

Prepared by:
Moreland Altobelli Associates, Inc.

Existing and Projected Traffic Volumes:

Future traffic projections were prepared for the northern Midtown Atlanta study area. This traffic projection was broken into two parts, the background traffic growth and traffic growth associated with the Atlantic Station development on the west side of I-75/I-85. The background traffic growth includes planned and future development in the northern area of Midtown excluding the Atlantic Station development. In order to accurately predict the future traffic conditions in the study area, a trip generation, trip assignment and trip distribution was prepared for the Atlantic Station development and added to the background traffic projections. The following is a brief explanation of these traffic projections. For a more information regarding this traffic projection, please refer to the approved Concept Report for 17th Street which included improvements along 14th Street, the approved Interchange Justification Report (IJR) for the 17th Street at I-75/I-85 Interchange as well as the associated approved Environmental Assessment (EA)

A linear regression analysis was conducted using historical traffic counts for the major area roadways to derive a growth trend for both freeway and surface street roadway segments to help project future background traffic.

The indicated annual growth rates for segments of the Downtown Connector over a ten-year period reflect a simple linear growth rate between two values, and will not remain constant over the design life of the project. To apply these rates over the next 23 years would not consider any type of capacity restraints. The amount of existing traffic and the resulting congestion already act as a capacity restraint to the existing area roadway network. To reflect a more appropriate future projection, these growth rates can be expected to decline by the 2028 design year. This is primarily due to the extent of existing development and the capacity of the existing roadway network. Other capacity constraints that are assumed under the future traffic conditions include no foreseeable widening of the freeway or immediate arterial roadway system, an increased use of transit and HOV facilities, and more comprehensive development with mutually supportive land/transportation uses. As a result of these assumptions and cooperative input from city and state municipalities, a 1.5% annual growth rate was applied to the interstate segments in the study area. In addition to the annual growth rate, volumes on saturated freeway segments also take into account the historical increases in per lane capacity of the freeway system over time.

For surface street segments, the average annual growth rate between 1986 and 1996 was 2.85%. Although this is more in line with general future projection rates, this too cannot be maintained over a 23-year period. Growth on these roadways will most likely continue for the short term, albeit at a slightly lower rate, with traffic volumes expected to peak upon full build-out of the site prior to the 2028 design year. Therefore, a slightly smaller growth rate of 2.0% was used for projecting surface street volumes over the entire 23-year design period.

Atlantic Station Traffic

The number of vehicle trips associated with the Atlantic Station redevelopment was determined by applying the trip generation rates as per the Institute of Transportation Engineers (ITE), *Trip Generation Handbook (5th Edition)*. The estimation of trip rates was based on the predominant measure of development intensity (i.e. GLA-gross leaseable area, units, SF-square footage) on a particular day or time period associated with either the development or the adjacent street traffic. The rates and equations were applied to the individually proposed development parcels. These rates were subsequently reduced by an internal capture percentage, as well as an anticipated transit-share reduction percentage. The Atlantic Station development parcel sizes and the number of parking spaces, according to the most recent site plan, are as follows:

High Rise Apartment / Condo	1,200 units
Mid Rise Apartment / Condo	1,200 units
Retail Center	1,200,000 SF
Street frontage / Mixed-Use Retail	300,000 SF
Hotel	1,000 rooms
General Office	2,000,000 SF
High-Tech Office	2,000,000 SF
Parking Spaces (all structured)	21,145 spaces

Trip Generation – The trip generation rates developed by ITE are, by definition, from single-use developments where virtually all access is by private automobile, and all parking is accommodated on site for each parcel. Because Atlantic Station is a large-scale development planned near a regional center with structured parking provided for site-internal shared usage, the total site trip generation will be less than would be estimated by summing the estimated trip generation if each land use was estimated individually and summed. Table 1 below gives the total inbound and outbound trips generated by the site for the AM/PM peak and weekday periods.

Table 1: Atlantic Station Trip Generation (Initial)

Land Use	A.M. Peak		P.M. Peak		Weekday
	Inbound	Outbound	Inbound	Outbound	
Residential (2,400 Units)	202	984	870	410	15,730
Retail (1,500,000 SF)	504	296	1,990	1,990	43,599
Office (4,000,000 SF)	3,486	430	574	2,806	27,022
Hotel (1,000 rooms)	453	302	374	319	8,743
Total	**4,645**	**2,012**	**3,808**	**5,525**	**95,094**

Since the time of the initial traffic study that developed these rates, new trip Generation rates have been calculated base on the 7th edition of the *Trip Generation Handbook*; however, the new rates projected an 8% reduction in total weekday trips. However, because the Concept Report approval was based on the original estimated trip generation, the original more conservative estimate of future daily traffic for the site was used. An internal capture reduction rate of 10% was used based on a combination of the following design factors to help optimize internal capture:
Planned construction phasing between employment and residential centers
Economic compatibility between residential and employment components
Extensive internal roadway circulation to reduce dependency on external public road system
Internal capture rates for similar types of development.

Project Trip Distribution – Trip distribution was determined using the results from the Atlanta Regional Commission (ARC) regional transportation model (provided to this project by EPA's TCM analysis consultants) with the inclusion of the Atlantic Station redevelopment's population and employment increases and the approved project concept.

The resulting distributions of the project's trips are as follows:

I-75 North directional origin	14%
I-85 North directional origin	28%
I-75 / I-85 South directional origin	28%
Surface street origin	30%

Transit-Share – A mode-split trip reduction of 15% was developed to account for the planned used of transit as a transportation alternative to and from the site. This capture rate was based on criteria given in Table B.3 – Transportation Impact Factors of Development Around Transit Centers and Light Rail Stations (pg. 120) of the *ITE Trip Generation Handbook (6th Edition)*, which is founded on evidence that larger trip reduction factors are achieved with multi-use development patterns. Table 2 reproduces the criteria from Table B.3 and compares it with the design characteristics of the Atlantic Station site.

Table 2: Transportation Impact Factors vs. Atlantic Station Proposed Redevelopment	
Development Criteria	**Atlantic Station Development**
• Residential-oriented mixed-use development located within 1/4 mile of a transit center or LRT station.	• Designated transit lanes for length of project (with bus service initially and possible future light rail MARTA connection). • 50% of total development is located within walking distance (½ mi.) of MARTA Arts Center Station.
• Minimum Floor Area Ratio (FAR) of 2 per gross acre for commercial/ industrial development.	• Overall commercial FAR of project is 3.64.
• Direct and safe pedestrian and bicycle connections between commercial/industrial uses, residences and transit center or light rail station.	• Specifically designed to encourage pedestrian and bicycle travel. • Sidewalks on every street (15-feet in commercial areas). • Bicycle lanes for length of 17th Street w/ multi-use path on northern boundary of the site.
• Commercial uses located with minimal setbacks. Commercial includes retail and non-retail uses.	• 10 to 20-foot min. distance between sidewalk/structure. • On-street or structure parking only.
• Minimum residential density of 24 dwelling units per gross acre.	• Total project residential density of 76.4 dwelling units per gross acre.

The primary anticipated mode-split reduction is the result of anticipated transit usage with a connection to MARTA rail service. Transportation system management and transit reductions for the Atlantic Station redevelopment are not only well justified, but are a pre-requisite as part of the TCM classification. Factors contributing to this reduction include the development's urban location, high mixed-use nature, its close proximity to existing transit corridors, and its inherent design to include transit. This transit-share percentage closely matches EPA's Transportation Control Measure analysis results, which show a 14.9% transit-share for work trips to and from the Atlantic Station site.

Upon applying the trip generation rates to the above land use parcels, and accounting for the anticipated internal-capture and transit reductions, the resulting total inbound and outbound trips generated by the site for the AM/PM peak and weekday periods are shown below in Table 3.

Table 3: Atlantic Station Trip Generation (Final)					
Land Use	A.M. Peak		P.M. Peak		Weekday
	Inbound	Outbound	Inbound	Outbound	
Residential (2,400 Units)	152	738	652	308	11,798
Retail (1,500,000 SF)	378	222	1,493	1,493	32,699
Office (4,000,000 SF)	2,614	324	432	2,104	20,266
Hotel (1,000 rooms)	340	226	281	239	6,557
Total	**3,483**	**1,509**	**2,857**	**4,144**	**71,322**

Future traffic volumes were assigned to the roadway network using the distribution developed with the ARC Atlanta Regional Transportation Model. Distribution percentages were determined by performing two runs of the model -- one with the Atlantic Station increases in employment and population coded into its respective traffic analysis zone (TAZ), and one without. The resulting volumes were then assigned to each roadway segment to develop a realistic inbound and outbound project trip distribution. For the 2025 Build condition, 20% of east-west background traffic (i.e. independent of the Atlantic Station redevelopment) projected to use 14th Street was shifted to 17th Street. This percentage reflects the percentage of traffic that would use the 17th Street corridor as a continuous additional east-west alternative between Northside Drive and West Peachtree Street.

Level of Service Analysis

The traffic study for the 14th Street and 17th Street project was prepared as part of the original Concept Report and IJR. Due to changes in the alignment and number of lanes of the 14th Street improvement project, the level of service analysis for the study area was updated to account for these changes as well as the 2028 Design Year. Additionally, the original analysis did not analyze the planned 15th Street bridge over I-75/I-85 and it associated HOV ramps.

In order to complete the 2028 analysis for the 14th Street study area, the 2025 design year traffic was updated to account for traffic growth by the year 2028. With peak hour traffic predicted to operate at capacity conditions by 2025, no peak hour traffic growth is expected between 2025 and 2028, instead, the peak hour periods are predicted to extend over a longer period. Thus, average annual daily traffic (AADT) is expected to increase over this 3-year period. A travel pattern re-distribution was then performed to account for the planned 15th Street extension over the interstate with HOV ramps. The 15th Street extension is predicted to alleviate a portion of the traffic using 14th Street to access Spring Street, West Peachtree Street as well as Peachtree Street. The 2028 AADT and peak hour traffic is presented in Figures 1-6.

In order to analyze the study area, a TRAF-CORSIM micro-simulation model was used to analyze predicted traffic conditions along 14th Street and its surrounding roadway network. This model was developed, calibrated and run according to FHWA guidelines for micro-simulation models. Using this model, the Build and No-Build scenarios were analyzed to predict level of service and delay at the study intersections. The Build scenario assumes improvements along 14th Street as presented in this Concept Report. The No-Build scenario assumes no improvements would be made to 14th Street in the study area. Both the Build and No-Build scenarios assume the 15th Street Bridge and HOV interchange (ARC#: AR-H-600B, GDOT PI #: 0001792), since this project is included in the approved ARC FY 2005-1010 Transportation Improvement Program.

Table 4 presents the LOS and Delay results for the existing, future Build and future No-Build scenarios.

Table 4: TRAF-CORSIM Intersection LOS and Vehicle Delay Results						
Intersections	Existing		Future 2028 No Build		Future 2028 Build	
	AM	PM	AM	PM	AM	PM
14th Street and W Peachtree Street	C (33.9)	C (29.8)	F (111.6)	F (716.2)	F (94.1)	F (284.0)
14th Street and Spring Street	D (38.3)	C (25.2)	F (139.1)	F (109.2)	C (24.2)	C (27.4)
14th Street and William Street	C (30.9)	C (23.1)	F (256.8)	F (175.5)	D (42.9)	D (52.7)
14th Street and Techwood Drive	C (29.1)	C (34.2)	F (226.4)	F (132.9)	C (33.5)	D (47.0)
14th Street and Fowler Street	Unsignalized		F (1499.5)	F (572.8)	B (15.5)	B (15.5)
15th Street and W Peachtree Street			C (34.1)	F (794.2)	D (39.7)	F (88.3)
15th Street and Spring Street			F (131.1)	F (1179.2)	D (50.8)	D (35.5)
15th Street and I-75/85 HOV NB			F (171.9)	F (1847.0)	D (35.7)	C (30.8)
15th Street and Fowler Road			F (525.0)	F (643.7)	B (11.9)	B (19.4)
17th Street and W Peachtree Street			B (11.1)	A (8.9)	B (11.6)	B (13.3)
17th Street and Spring Street			F (150.8)	F (223.1)	D (49.9)	E (58.0)
17th Street and 17th Street NB Exit			F (189.4)	C (31.9)	C (20.7)	C (24.1)
17th Street and I-85 SB			D (42.0)	C (32.2)	B (15.8)	C (32.2)

As Table 4 clearly depicts, without the improvements along 14th Street proposed by this project, the Level of Service (LOS) at almost every intersection in the study area will operate at a LOS 'F' with heavy delays. Upon inspection, the delay results under the No Build scenario appear substantially greater than those in the Build scenario. The reason for this increase is the system interaction of the roadway network. The delays at intersections along 14th Street cause queues along Fowler Street and Spring Street that in-turn cause delays along 15th and 17th Streets. With each successive cycle, these delays build until the network reaches gridlock. Additionally, without the proposed slip ramp for I-85 traffic to bypass 14th Street to access 10th Street, the intersection at 14th Street and Techwood Drive queues traffic back onto the interstate.

The intersections of 14th Street and 15th Street at West Peachtree Street do experience LOF 'F' conditions under the Build scenario. The failing level of service at these intersections is due to the predicted heavy traffic along West Peachtree. With no ability to widen West Peachtree Street, these intersections experience failing levels of service even with additional turn lanes on 14th Street. Although these intersections experience long queues in the northbound and westbound directions, the eastbound directions experience no successive queuing and thus do not cause queuing onto the interstate.

Safety Analysis:

Table 5 presents the crash and injury rates for 14th Street, Techwood Drive as well as the I-75/I-85 in the study area. The crash and injury rate calculations are based on 2000-2002 crash and traffic data.

The crash rate for 14th Street was significantly higher than the statewide average for all three years. The number of crashes along 14th Street peaked in 2001 with 336 crashes. With a crash almost every day of the year in 2001, this section of 14th Street suffers from inadequate laneage as well as extremely high congestion.

Techwood Drive experienced relatively few crashes and injuries each of the study years when compared to the statewide averages. This is due, in part, to the short length of the studied roadway. With less than ½ mile from 16th Street to 10th Street, this segment is less likely to have a high number of crashes and injuries. Additionally, Techwood Drive is a one-way roadway, which has significantly less crashes than a two-way roadway due to no opposing left turning traffic.

I-75/85 from 10th Street to the Brookwood Interchange experienced twice the statewide crash and injury rate for an Urban Interstate for the three-year study period. This increased crash and injury rate are due to the high traffic volumes and congestion on the downtown connector. The downtown connector is the most heavily traveled roadway in the City of Atlanta as well as the State of Georgia.

The proposed project will improve 14th Street by adding left turn lanes as well as improving lane widths and curb radii. By better accommodating turning traffic, the proposed 14th Street improvements will reduce congestion and improve safety in the project area.

Table 5: Midtown Area Crash History (by Roadway Segment)

Year	Number of Crashes	Number of Injuries	Crash Rate(1)	Injury Rate(1)	Statewide Average Crash Rate (1)	Statewide Average Injury Rate (1)	Crash Difference	Injury Difference
14th Street from Atlantic Drive to West Peachtree Street: Urban Minor Arterial								
2000	292	83	5830	1657	493	199	12x	8x
2001	336	83	4574	1609	560	222	9x	7x
2002	280	52	5269	978	588	233	9x	4x
Techwood Drive from 16th Street to 10th Street: Urban Collector								
2000	6	3	127	63	515	191	0.25	0.33
2001	6	2	123	41	540	200	0.23	0.21
2002	1	0	20	0	534	133	0.04	0
I-75 NB/SB from Brookwood Interchange to 10th Street: Urban Interstate								
2000	517	212	339	139	196	73	2x	2x
2001	534	245	344	158	201	79	2x	2x
2002	635	222	394	137	204	74	2x	2x

Footnote: (1) Rates per 100 Million Vehicle Miles

Moreland Altobelli Associates, Inc.
2211 Beaver Ruin Road, Suite 190
Norcross, Georgia 30071
Phone: 770-263-5945 Fax: 770-263-0166

MEETING MINUTES

FILE NHS-0001-00(298); P.I. No. 0001298
NHS-0005-00(945); P.I. No. 0005945
Fulton County
14th Street over I-75/85

DATE April 7, 2004

FROM Jerry Brooks, Project Manager

SUBJECT **Initial Concept Team Meeting**

The initial meeting for the concept team meeting was held April 7, 2004 in the Urban Design Conference Room. The attendees are noted on the attached sign-in sheet. The purpose of the meeting was to bring various department personnel offices and consultants together to document and develop an approved concept. The discussions from the meeting were as follows:

- Jan Hilliard opened the meeting and asked for introductions.
- Jerry Brooks described the project limits as 14th St. from Spring Street to 550 feet east of West Peachtree. The project will develop a single southbound left turn lane at Spring St. and dual left northbound turns at West Peachtree. The 14th Street typical section consisting of four 11' lanes with 6" granite curb and a 15' sidewalk on the south side and an existing width sidewalk on the North. 14th Street will have a design speed of 35 mph. This concept does not have further total takes compared to the original concept without this 2-block extension turn lane extension. There are some business relocations.
- The need and purpose statement / concept document should be revised:
    1. To consistently reflect project length and traffic.
    2. To describe project as turn lane improvement rather than a 4lane to 6lane widening.
    3. To review safety as part of the need and purpose. Accident rates in this area are higher than state average and crash data at the four major intersections should be reviewed and locations may be plotted.
    4. To mention 15th St project as an adjoining project
- There will be a need for public involvement with Midtown Alliance, Home Park and Ansley Park for both 14th St projects. A detour public information meeting will be needed for the over all 14th St project and a public hearing will be needed for this extension. These meetings are to be held as soon as possible. A meeting with the Governor next Tuesday (April 13th) may further address how public involvement is to be treated. The project schedule may be modified to reflect this.
- The extension project shall require a Categorical Exclusion (CE). The original 14th St project will need a supplemental updated environmental document.
- No designated Bike Route is programmed for 14th Street. With no gutter, drainage inlets should have bike friendly grates.
- Mr. Brooks: Midtown took lead to add turn lanes.

Moreland Altobelli Associates, Inc.
2211 Beaver Ruin Road, Suite 190
Norcross, Georgia 30071
Phone: 770-263-5945 Fax: 770-263-0166

MEETING MINUTES

- Post Buckley had done older plan for 14th St improvements

- Identify total takes for Right of Way, to allow for early acquisition and relocations.
- For Governors meeting MA is to provide traffic analysis to
    1. Document traffic level of service for 6-lane and 8-lane bridge at 14th St. with and without 15th St Bridge.
    2. Verify whether the any movements back up into the interstate. (The northbound HOV to 14th St.)

GEORGIA DEPARTMENT OF TRANSPORTATION
MEETING/CONFERENCE RECORD OF ATTENDEES

PURPOSE: INITIAL(?) CONCEPT TEAM MEETING

LOCATION: URBAN DESIGN CONFERENCE ROOM 352

DATE: APRIL 7, 2004 **TIME:** 9:00 A.M.

MODERATOR: Jan C. Hilliard

	NAME	ORGANIZATION	PHONE NO.	E-MAIL ADDRESS [DOT employees do not list e-mail]
1.	Jan C. Hilliard	GDOT - Urban Design	4-656-5441	
2.	Doug Smith	Moreland Altobelli	7-263-5945	
3.	Mickey McGee	GDOT	798 1030	
4.	M.J. Sheehan	Moreland Altobelli	7-263-5945	
5.	Mike Lobdell	GDOT - Urban	4/656-5441	
6.	Scott Zehngraff	GDOT - OTSIP	4/635-8127	
7.	Steve Walker	GDOT	4/656-5427	
8.	Bert Brantley	GDOT	4/463-6462	
9.	Jerry Brooks	Moreland Altobelli	7/263.5945	jbrooks@maai.net
10.	Phil Copeland	GDOT R/W	4/656-5374	
11.	Ben Buchan	GDOT Urban	4/656-5436	
12.	Glenn Bowman	GDOT URBAN	4/656-5454	
13.	Joe Palladino	GDOT Planning	4-6575226	
14.	Chris Porter	GDOT Traffic Ops	4-635-8009	
15.				
16.				
17.				
18.				
19.				
20.				

UTILITY COMPANIES AND CONTACT NUMBERS

Company	Phone Number
AboveNet	770-560-1467 or 770-352-4357
Bell South Commu	770-792-3020 or 770-626-9643
C/Atlanta-H20 Bur	404-235-2002
AGL Resources	404-584-4702 or 404-584-3455
Level 3 Commun	404-525-6557
Comcast Cable	770-559-2215
City Of Atlanta PW	404-330-6249
G/Pwr Trans	404-506-3902
Ga Power Trans.	404-817-3389
G/Pwr Distribution	770-426-6182
G/Pwr Net/Underground	404-506-4468
MCI, Worldcomm	404-755-4868
Fulton Co. P/Works	404-730-7883
AT& T Communication	
Metromedia Fiber	770-231-9549
C/Atlanta-Traffic	404-330-6501
City of Atlanta	404-330-6249
COA Water	404-235-2002

Georgia Department of Transportation
News Release

FOR IMMEDIATE RELEASE: February 1, 2005

GDOT To Hold Public Meeting on 14th Street Bridge Redesign, Detour Route

ATLANTA – The Georgia Department of Transportation has scheduled a public information open house to present the redesign of the 14th Street Bridge reconstruction project and the proposed detour route that will be in place during construction. The meeting will be held February 15 at the Georgia Center for Advanced Telecommunications Technology (GCATT) at 250 14th St. N.W. in Room 119 from 4 to 7 p.m. Interested citizens are invited to attend this informal meeting anytime between these hours.

In response to recent concern over the original design of 14th Street, Georgia DOT Commissioner Harold Linnenkohl asked Department staff to meet with a group of community leaders in Midtown to see if a compromise could be reached.

"I am proud that we have reached consensus with the neighborhood and business leadership," Linnenkohl said. "We are anxious to show the public what we have worked on together for several months. We believe the new design will achieve our transportation objectives, as well as answering many of the concerns about the impact of the project on the pedestrian environment in Midtown."

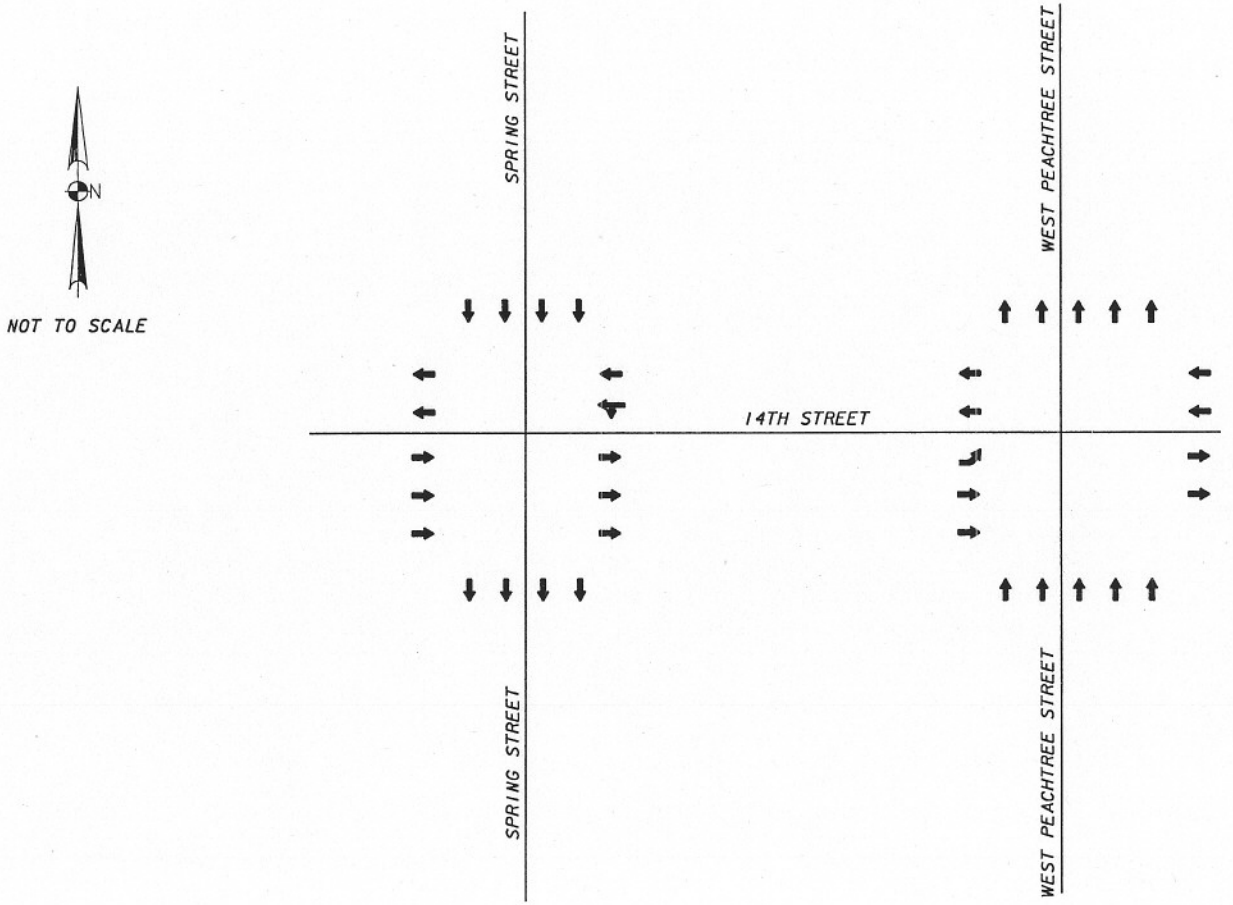
CONTACT:
Bert Brantley
Media Relations
404-463-6462
4)655-8249 (pgr)

In addition to the new design of the bridge, the public will also see the proposed detour route that will be used during construction. The existing 14th Street bridge will be dismantled completely and out of use for approximately 16 to 18 months. Motorists will have to reach Midtown destinations using alternate routes, primarily the new 17th Street Bridge.

Right-of-way acquisition is expected to begin this summer, while construction on the $86 million project is expected to begin in summer 2006.

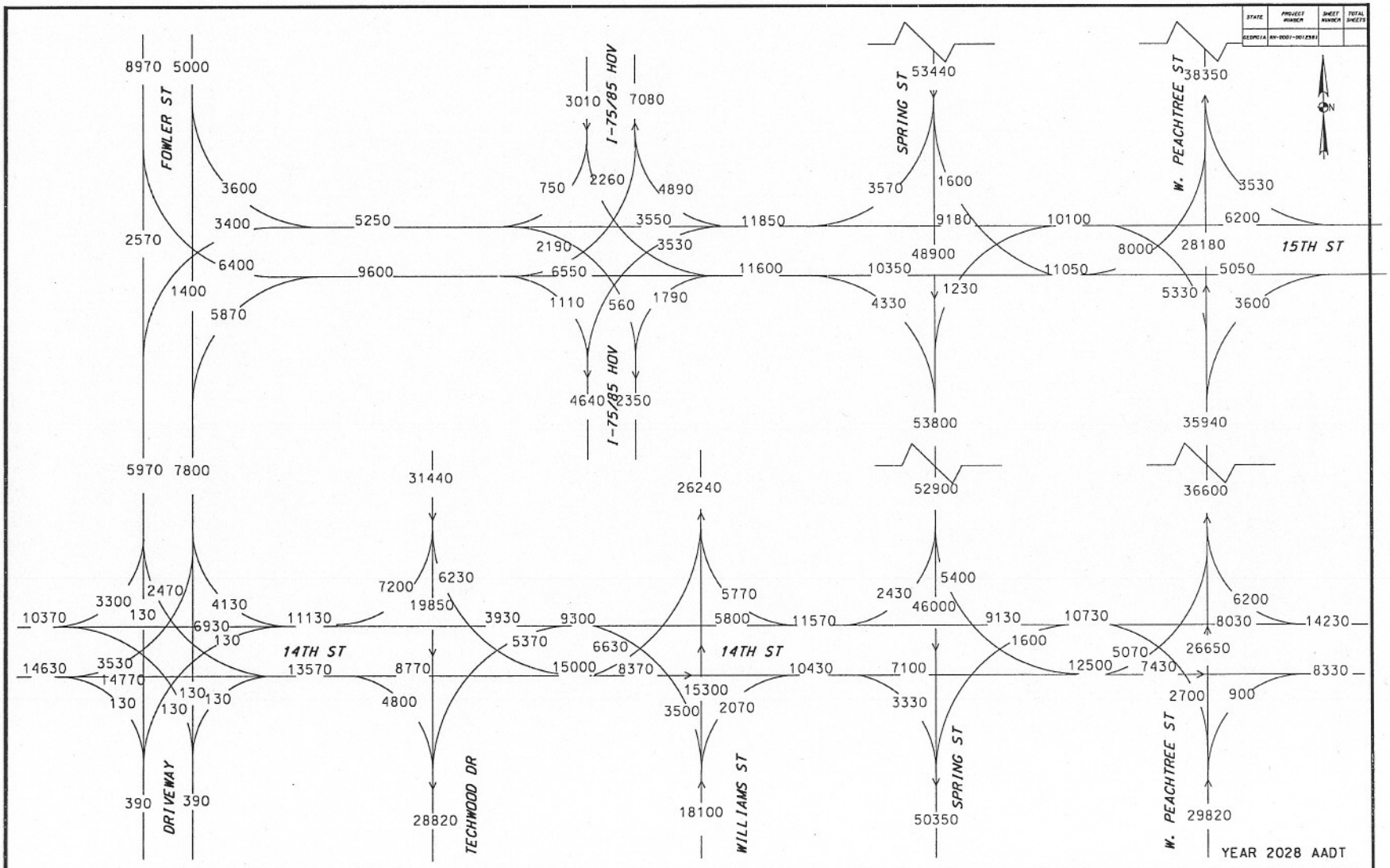
###

IMPORTANT NOTE: Any citizens arriving before 4 p.m. will be charged $4 to enter the parking deck. Those arriving after 4 p.m. will be able to park for free.



PROJECT NHS-005-00(945)
14TH STREET @ I-75 / I-85
LANE CONFIGURATION FOR 14TH STREET

...\0001298hov\ln config14thst.dgn Apr. 22, 2005 09:05:12



REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

Moreland Altobelli Associates, Inc.
2211 Beaver Ruin Road
Suite 190
Norcross, Georgia 30071
Telephone (770) 381-2345

	NAME	DATE		NAME	DATE
DESIGNED BY			DRAWN BY		
CHECKED BY			CHECKED BY		
SUPERVISED BY					

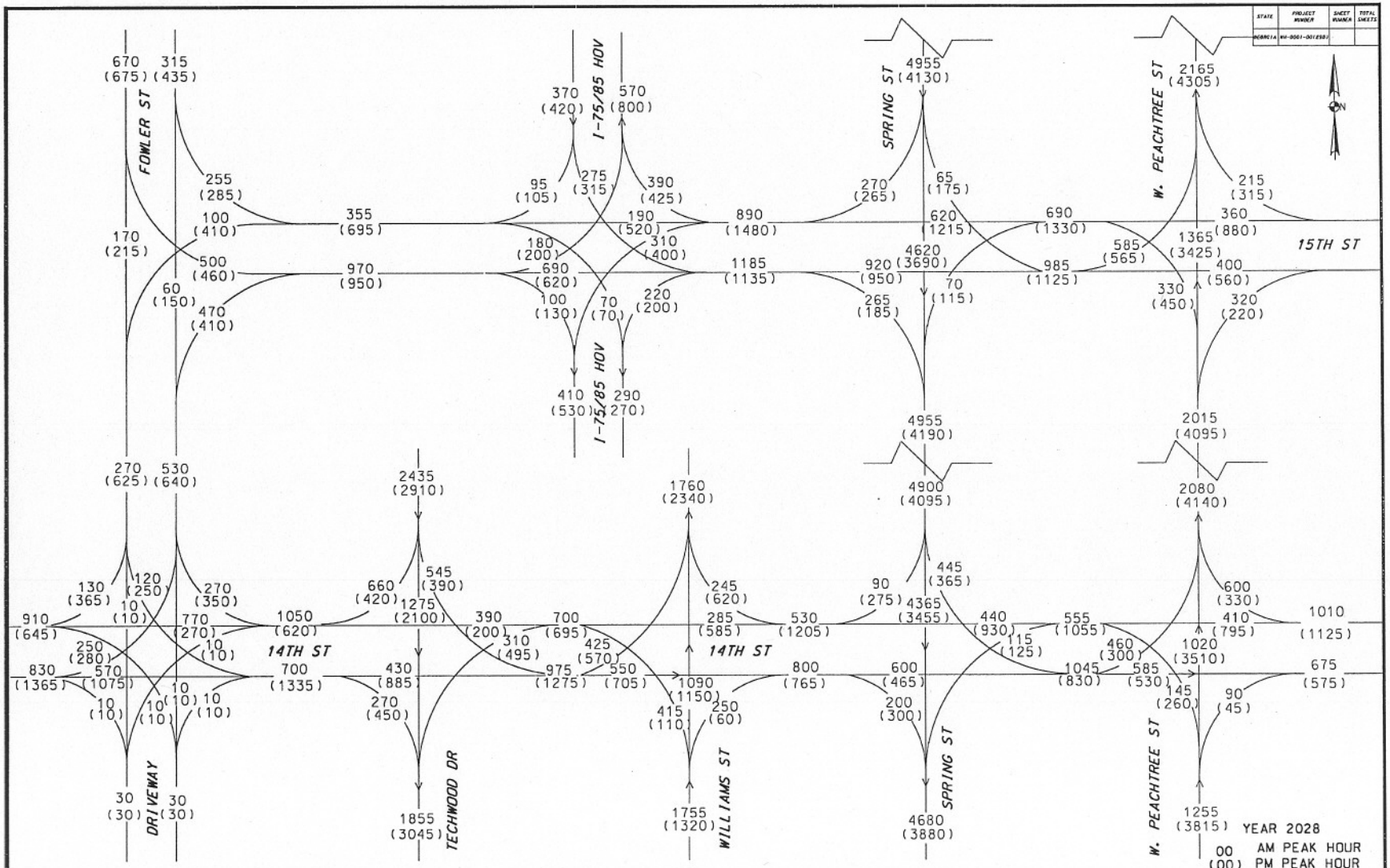
Department of Transportation
State of Georgia

14TH STREET @ INTERSTATE 75/85
YEAR 2028 AADT - WITH 15TH STREET
AND 15TH ST HOV INTERCHANGE

DRAWING NUMBER 6-03

STATE	PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS
GEORGIA	NH-0001-00(258)		

...\letter2028traffic.dgn Apr. 22, 2005 14:25:53



REVISIONS

DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

Moreland Altobelli Associates, Inc.
3211 Beaver Ruin Road
Suite 150
Norcross, Georgia 30071
Telephone (770) 263-9949

DESIGNED BY	NAME	DATE	DRAWN BY	NAME	DATE
CHECKED BY			CHECKED BY		
SUPERVISED BY					

Department of Transportation
State of Georgia

14TH STREET @ INTERSTATE 75/85
YEAR 2028 PEAK HOUR - WITH 15TH STREET
AND 15TH ST HOV

DRAWING NUMBER 6-04

...\letter2028traffic.dgn Apr. 22, 2005 14:25:12

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE NHS-0001-00(298) & NHS-0005-00(945), Fulton County
S.R.9/14th Street from Barnes St. to W. Peachtree St.;
New I-75 NB Exit Ramp; Williams Street Relocation
P.I. No. 0001298

OFFICE Urban Design

DATE April 14, 2005

FROM James B. Buchan, P.E., State Urban Design Engineer

TO David Mulling, P.E., Project Review Engineer

SUBJECT **Design Variance Request**

The purpose of this letter is to request design variances for the above project.

Projects NHS-0001-00(298) and NHS-0005-00(945) propose to widen S.R.9/14th Street for additional turn lanes from 135 feet west of Barnes Street (MP 0.724) to 380 feet east of West Peachtree Street (MP 1.156) for a distance of 0.43 miles. A new northbound exit ramp would also be constructed from Interstate 75/85 up to the 17th Street bridge and Williams Street would be shifted approximately 50 feet to the east between 14th Street and 16th Street to accommodate the new exit ramp.

A design variance is requested to allow large trees (>4" caliper) in the outside shoulders and 3 feet from the curb face and in the median of 14th Street.

The current (2004) traffic volume on this section of 14th Street is 28,549 vehicles per day (vpd). The traffic volume is predicted to be 24,700 vpd in the year 2028 (due to the future 15th Street project) with 4% trucks.

For this section of 14th Street, the most recent crash rates are 9-10 times higher than the statewide averages for similar facilities. However, the proposed variance request is not expected to have a significant negative effect on the crash rate on 14th Street - a low speed (35 MPH) urban arterial located in a downtown setting.

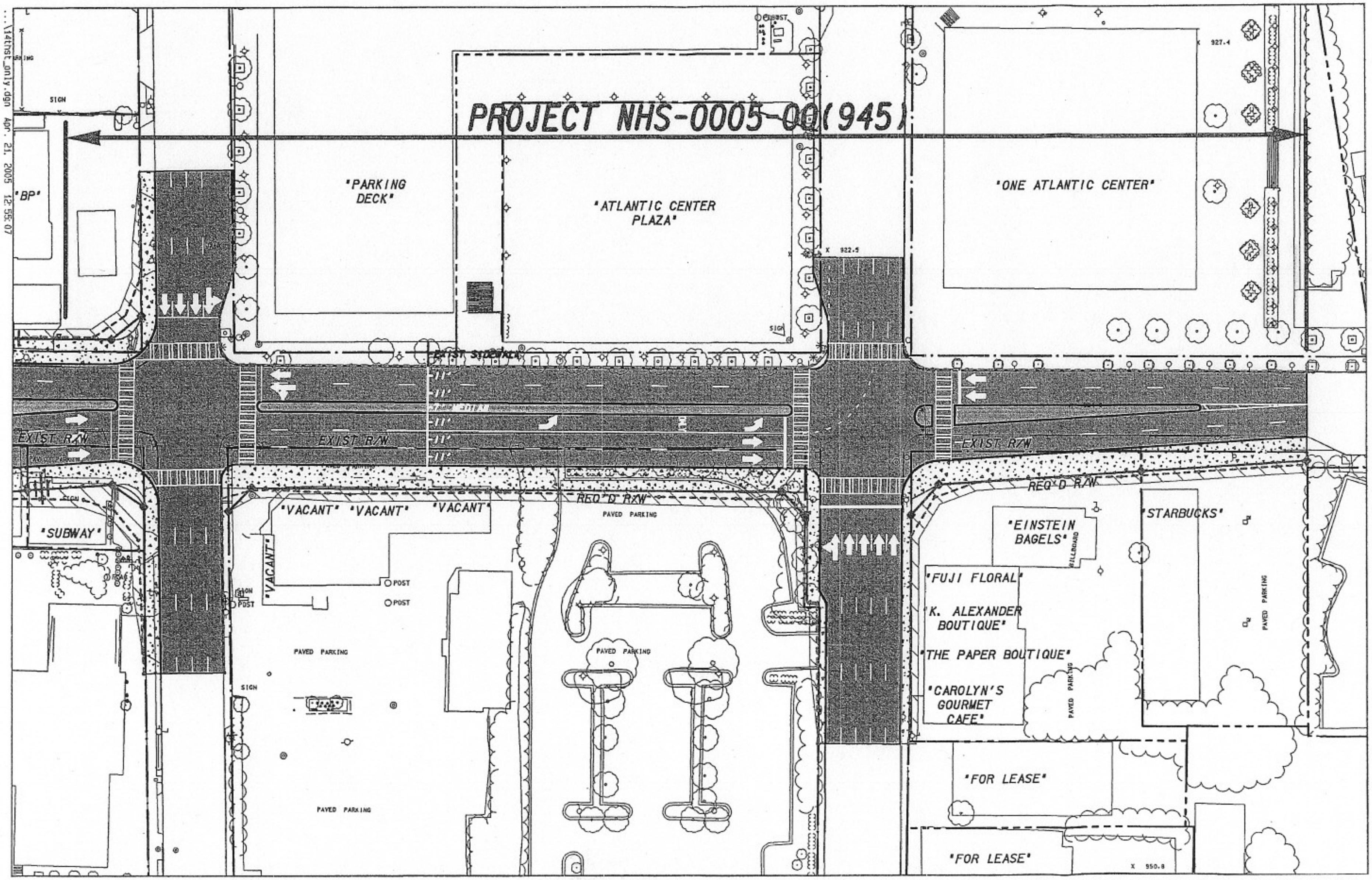
The proposed features have received the support of the City of Atlanta and Midtown Alliance through an extensive public involvement/context sensitive design approach. It is important to note that similar landscape features are located throughout this highly urbanized downtown context. Midtown Alliance has committed to operate and maintain all landscaping features

within the project limits and the only cost to the Department would be their initial construction.

Recommendation: Recommend that the design variances be approved for implementation.

APPROVED: _____ **DATE:** 4/19/05
Chief Engineer

JBB:GSB


...\14thst_only.dgn Apr. 21, 2005 12:55:07
PROJECT NHS-0005-00(945)
"BP"
"PARKING DECK"
"ATLANTIC CENTER PLAZA"
"ONE ATLANTIC CENTER"
EXIST SIDEWALK
EXIST R/W
EXIST R/W
EXIST R/W
REQ'D R/W
REQ'D R/W
"SUBWAY"
"VACANT" "VACANT" "VACANT"
"VACANT"
PAVED PARKING
PAVED PARKING
PAVED PARKING
PAVED PARKING
"EINSTEIN BAGELS"
"STARBUCKS"
"FUJI FLORAL"
"K. ALEXANDER BOUTIQUE"
"THE PAPER BOUTIQUE"
"CAROLYN'S GOURMET CAFE"
PAVED PARKING
PAVED PARKING
"FOR LEASE"
"FOR LEASE"

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

Office of Urban Design

PROJECT CONCEPT REPORT

Project Number: NHS-0005-00(945)
County: Fulton
P. I. Number: 0005945

Federal Route Number: U. S. 19
State Route Number: SR 9

See Project Location Sketch on Page 2.
14th Street Improvements

Recommendation for approval:

DATE 4/29/05 — Jan C. Hilliard
Project Manager

DATE 4/29/05 — James B. Burk
State Urban Design Engineer

The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Improvement Program (RTP) and the State Transportation Improvement Program (STIP).

DATE _____ — State Transportation Planning Administrator

DATE _____ — State Financial Management Administrator

DATE _____ — State Environmental/Location Engineer

DATE _____ — State Traffic Safety & Design Engineer

DATE 5/10/05 — Barry Fox
District Engineer

DATE _____ — Project Review Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

Office of Urban Design

PROJECT CONCEPT REPORT

Project Number: NHS-0005-00(945)
County: Fulton
P. I. Number: 0005945

Federal Route Number: U. S. 19
State Route Number: SR 9

See Project Location Sketch on Page 2.
14th Street Improvements

Recommendation for approval:

DATE 4/29/05 — Jan C. Hilliard
Project Manager

DATE 4/29/05 — James B Burk
State Urban Design Engineer

The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Improvement Program (RTP) and the State Transportation Improvement Program (STIP).

DATE _____
State Transportation Planning Administrator

DATE _____
State Financial Management Administrator

DATE 5.13.05 — Anthony D. Thompson
State Environmental/Location Engineer

DATE _____
State Traffic Safety & Design Engineer

DATE _____
District Engineer

DATE _____
Project Review Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

Office of Urban Design

PROJECT CONCEPT REPORT

Project Number: NHS-0005-00(945)
County: Fulton
P. I. Number: 0005945

Federal Route Number: U. S. 19
State Route Number: SR 9

See Project Location Sketch on Page 2.
14th Street Improvements

Recommendation for approval:

DATE 4/29/05 — Jon C. Helliard
Project Manager

DATE 4/29/05 — James B Burk
State Urban Design Engineer

The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Improvement Program (RTP) and the State Transportation Improvement Program (STIP).

DATE _____
State Transportation Planning Administrator

DATE _____
State Financial Management Administrator

DATE _____
State Environmental/Location Engineer

DATE _____
State Traffic Safety & Design Engineer

DATE _____
District Engineer

DATE 6/7/05 — Brian K Summers RLW
Project Review Engineer